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~~CENTRAL INTELLIGENCE AGENCY~~

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INFORMATION REPORT

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1. Flying at the Kerbst (H 52/D 98) airfield had stopped almost completely between 4 and 15 December 1949. Construction work on cantonment buildings was not in progress. The available individual parts were piled up and covered.
2. Weather was good but there was little flying from 16 to 24 December 1949. Three to four jet fighters with swept back wings made flights. Construction work on one cantonment building was resumed. There was almost no activity at the field. Trucks [REDACTED] were seen.
3. The following data on the observed jet fighters was obtained:
 - a. Type 1, slow plane: One air exhaust in fuselage step; painted blue-grey; landing gear retracting inward.
 - b. Type 2, swept-back-wing plane: Antenna rod aft of cockpit and twice as high, but only in spots. Rudder assembly higher than cockpit in level flight, protruding over tail toward rear above, trailing edge straight. Landing gear retracting inward. Single-seat cockpit, slimmer than fuselage, set above wings. The planes were towed into the hangars immediately after landing.
 - c. Tinfoil tips about the size of a 5-Pfennig coin were found near the field.*

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- a. Report again confirms the presence of two jet aircraft types. The jet plane of type 1 is probably a MIG-9 plane. The type of the other plane cannot be determined. The statement by various sources that the cockpit is mounted at wing level and not forward of wings, seems important for its identification. The exact number of jet aircraft now stationed in Zerbst is unknown. Determination of the number is rendered more difficult by the fact that the planes are towed into the hangars immediately after landing and that large-scale formation flying has not been done.
- b. Attempts are being made to obtain some of the tinfoil tip

mentioned in para 3

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